

CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

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COUNTRY Czechoslovakia

REPORT

SUBJECT Railroad Personnel Uniforms, Grades and Pay Scales.

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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

1. The new railroad uniforms which are gradually being issued to railroad personnel required to wear uniforms are dark blue in color and have a cut similar to the Army uniform. The caps are flat and have a black plastic visor. Lower grades, corresponding to Army non-commissioned officers, wear shoulder boards of a clear blue color fastened with silver buttons. Ranks are denoted by silver stripes across the shoulder boards. One silver stripe denotes the rank "operative" (vykonny), two silver stripes mean "chief operative" (vrchni vykonny). Two stripes forming the letter "T" denote the rank "technician" (technik). The letter "T" with one additional silver stripe above the top of the "T" denotes "senior technician" (starsi technik), and two silver stripes above the letter "T" mean "chief technician" (vrchni technik). Higher railroad ranks, corresponding to junior Army officers (up to the rank of captain) have silver shoulder boards fastened with golden buttons. A thin blue stripe (prusvitka) runs lengthwise in the middle of the shoulder board. The cap has a simple golden cord. Rank insignia are small golden stars. One star denotes the rank "supervisor" (dosorci), two stars "senior supervisor" (starsi dosorci), and three stars "chief supervisor" (vrchni dosorci). Ranks superior to these are distinguished by two blue stripes on the silver shoulder boards and larger sized golden stars. One star means "director, third class" (reditel tretio stupne), two stars "director, second class", and three stars "director, first class". Still higher RR officials wear silver braided shoulder boards without the dividing blue stripe or stripes, and a double golden cord on the cap. Rank insignia are big golden stars. One star means "chief director, third grade", two stars "chief director, second grade", and three stars "chief director, first grade" (vrchni reditel tretio, druheho a prvnio stupne). The top ranking RR officials wear golden shoulder boards, double golden cord on cap and their cap visors are covered by cloth. Rank

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(Note: Washington distribution indicated by "X"; Field distribution by "#".)

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insignia are big golden stars. One star denotes the rank of "central director, second class", two stars "central director, first class" (ustredni reditel druheho a prveho stupne). The Minister of Transport wears three stars and his cap visor is decorated by a relief of golden linden leaves as in the case of Army Generals.

2. Grade and rank classification is usually done according to the function performed. Every grade category has three ranks. Promotion to the next higher rank in the given grade category follows after three to five years of service. For example, a conductor (vlakvedouci) starts as "technician" and ends up as "chief technician". A train dispatcher (vypravci) starts as "chief technician" and advances up to "senior supervisor". A deputy stationmaster starts as "senior supervisor" and ends up as "director, third class". The Head of a Railroad System Administration starts as "director, first class" and advances up to "chief director, second grade". All the "central directors" are Deputy Ministers.

3. Pay is determined by the actual function performed, and not by the rank. There are no fixed pay scales. Each function has its own pay rate and every RR office receives its own "function-pay" list. For this reason not all the function payrates are known at any one office. However, it is known that the monthly pay of the majority of RR employees ranges from Kcs 700 to Kcs 2,500. the highest pay, with the exception of the Minister of Transport and his deputies, does not exceed Kcs 3,000 per month. The average monthly pay of RR employees is estimated at Kcs 1,200. More precise information is hard to ascertain because, as a result of the semi-militarization of the service (overtly expressed by the new uniforms, military saluting and reporting to superiors), practically everything is now classified. This also makes it impossible for an ordinary railroadman to learn anything precise about the organization of the higher echelons of the service. In this respect the militarization of the service has been successful, while all the attempts at introducing military discipline have so far failed. Discipline and morale of the RR employees, especially among the lower echelons, is generally very poor.

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